



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
DECEMBER 4, 1996, 2:00 P.M.
MATERIALS AND TECHNOLOGY CONFERENCE ROOM**

Present:	T. A. Coleman	C. Roberts	P. F. Miller
	J. D. Culp	T. Fort	M. Dionise (S. E. Hohl)
	L. R. Brown	W. C. Turner	D. L. Smiley (J. W. Reincke)
Guest:	I. B. Patel	R. W. Ostrowski	R. Safford

OLD BUSINESS

1. Approval of the Minutes of the November 5, 1996, Meeting -T. A. Coleman

Minutes of the November 5, 1996, meeting were approved in accordance with the revisions regarding the following items:

OLD BUSINESS: Item 2, "Status Report on Warranties: Bituminous Construction Projects or Concrete"

(As Written): The Construction and Design Divisions provided an update on ongoing activities regarding contract warranties. Both divisions will continue their efforts; Construction will meet with industry representatives to discuss requirements of specifications (special provisions) for overlays. Ed Winkler was requested to coordinate MDOT/industry committee activities regarding concrete and bituminous warranties, and present a status report at the December meeting.

(Revised): The Construction and Design Divisions provided an update on ongoing activities regarding contract warranties. Both divisions will continue their efforts; Construction will meet with industry representatives to discuss requirements of specifications (special provisions) for overlays. Ed Winkler and Steve Bower were requested to coordinate MDOT/industry committee activities regarding bituminous and concrete warranties, respectfully; and present a status report at the December meeting.

OLD BUSINESS: Item 5, "Ground In Rumble Strips, Information Only"

(As Written): Four projects are underway where roadway shoulders are being retrofitted with rumble strips. Construction reported to the Design Recommendation Committee that the operation of grinding in rumble strips seemed to go well. Construction feels that if the ground in rumble strips were standard, cost would be significantly lower than the large variation in price we are presently experiencing. A number of issues are presently being worked on by the Maintenance Division, as well as the cooperative efforts by Traffic and

Safety, and the Materials and Technology Divisions to refine the current pattern being used can be modified. An update on progress will be presented at the December meeting.

(Revised): Four projects are underway or have been completed where roadway shoulders are being retrofitted with rumble strips. Construction reported to the Design Recommendation Committee that the operation of grinding in rumble strips went well. Construction feels that if the ground in rumble strips were standard, cost would be significantly lower than the price we are presently experiencing. A number of issues are presently being worked on by the Maintenance Division, as well as the cooperative efforts underway by Traffic and Safety and Materials and Technology Divisions, to refine the current pattern being used in pursuit of developing a modified design. An update on progress will be presented at the December meeting.

OLD BUSINESS: Item 6, "Traffic Control Devices for 1997 Construction Season and Speed Limits"

(As Written):

B. Establishing Speed Limits for Work Zones

Fines are now double in work zones. In order to obtain driver compliance and insure tickets issued are upheld when challenged in court, the established speed limits must be realistic. National studies indicate speed reductions should not exceed 10 mph. If a lower speed is required, the speed limits should be stepped down in 10 mph increments.

Many believe worker safety is improved when low speed limits are posted. However, most motorists drive at a speed they feel is reasonable. If motorists do not believe the posted speed limit is reasonable, they usually do not comply and worker safety is compromised. Too often, speed limit signs are left in place when there is no reason to have reduced speeds. This adds to the motorists' disrespect of the posted speed limit.

The following resolutions were proposed:

- I. Set work zone speed limits no more than 10 mph below the existing speed limit of 65 mph prior to the work zone, except when extreme conditions warrant a lower speed.
- II. Whenever practical, provide positive barriers between the workers and maintained traffic.
- III. Reduce speed limits only at areas and times when work is actually occurring. This may be accomplished by use of flashing lights on signs, indicating speed limit is in effect.

It was recommended that the Traffic and Safety, Construction, and Maintenance Divisions, with district representation, provide a joint instructional memorandum to the districts on the need and method for setting realistic work zone speed limits.

ACTION: The EOC approved the proposed recommendation as presented. The Traffic and Safety Division will modify the Traffic and Safety Design notes to reflect this policy change.

(Revised):

B. Establishing Speed Limits for Work Zones

Fines are now double in work zones. In order to obtain driver compliance and insure tickets issued are upheld when challenged in court, the established speed limits must be realistic. National studies indicate speed reductions should not exceed 10 mph. If a lower speed is required and to be enforceable, the speed limits should be stepped down in 10 mph increments.

Many believe worker safety is improved when low speed limits are posted. However, most motorists drive at a speed they feel is reasonable. If motorists do not believe the posted speed limit is reasonable, they usually do not comply and worker safety is compromised. Too often, speed limit signs are left in place when there is no reason to have reduced speeds. This adds to the motorists' disrespect of the posted speed limit.

The following resolutions were proposed:

- I. Set work zone speed limits no more than 10 mph below the existing speed limit prior to the work zone, except when extreme conditions warrant a lower speed. If a lower speed is required, the speed limits should be stepped down in 10 mph increments.**
- II. Whenever practical, provide positive barriers between the workers and maintained traffic.**
- III. Reduce speed limits only at areas and times when work is actually occurring. This may be accomplished by use of flashing lights on signs, indicating speed limit is in effect.**

It was recommended that the Traffic and Safety, Construction, and Maintenance Divisions, with district representation, provide a joint instructional memorandum to the districts on the need and method for setting realistic work zone speed limits.

ACTION: The EOC approved the proposed recommendation as presented. The Traffic and Safety Division will modify the Traffic and Safety Design notes to reflect this policy change, and prepare the joint instructional memorandum.

2. **Status Report on MDOT/Industry Committee Activities Regarding Concrete and Bituminous Warranties (See Old Business, Item 2 of the November 5, 1996, Minutes) - E. D. Winkler/W. C. Turner**

A. Bituminous Warranties - E. D. Winkler

Several meetings were held with representatives from MDOT and the construction industry. Preliminary drafts for performance warranties were developed and specifications will be completed within a week. Projects were identified for an April (1997) letting date. A meeting is scheduled for December 17, 1996, with the construction industry to discuss warranty specifications.

B. Concrete Warranties - W. C. Turner

Two projects will be identified for letting as part of the 1997 construction program. Concrete patching work is presently being considered as a potential candidate.

An update on progress made on these items will be presented at the January meeting.

3. **Ground In Rumble Strips Update (See Old Business, Item 5 of the November 5, 1996, Minutes) - W. C. Turner**

Tom Myers (Traffic and Safety Division) and Leo DeFrain (Materials and Technology Division) are continuing their efforts, as part of the Design Recommendation Committee, to refine the current pattern being used in pursuit of developing a modified design. Projects were identified for US-27 around Rosebush and I-75 in District 9 around 4th Street. Maintenance is investigating various modifications to the current standard for rumble strips on projects selected as part of their preservation program. An update on activities will be presented at the January meeting.

4. **Corridor Basis Construction - C. J. Arnold/W. C. Turner**

A meeting is scheduled within the next few weeks to address this issue. A status report will be presented at the January meeting.

NEW BUSINESS

1. Projects Requiring EOC Approval of Pavement Selection - W. C. Turner/S. Bower

This agenda item was tabled until the January meeting.

2. Pavement Type Selection, Experimental Project - R. W. Ostrowski/I. B. Patel

This agenda item was tabled until the February meeting.

(Signed Copy on File at M&T)

Calvin Roberts, Secretary

Engineering Operations Committee

cc: EOC Members

District Engineers

R. A. Welke

D. L. Coleman

D. L. Smiley

L. E. DeFrain

I. B. Patel

S. Bower

B. Richter

R. J. Risser, Jr. (MCPA)

A. C. Milo (MRBA)

J. Becsey (MAPA)

G. L. Mitchell

M. Newman (MAA)

M. Frierson

L. K. Heinig

G. H. Grove

R. W. Muller

G. J. Bukoski

J. Steele (FHWA)

R. J. Lippert, Jr.

T. Adams (MCA)

R. D. Till

R. E. Nordlund

C. W. Whiteside

K. Rothwell

C. Libiran